



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

### NOTES OF CASES.

---

**Automobiles—Should Be Equipped with Headlights Sufficient to Show Railroad Crossings—Control.**—In *Serfas v. Lehigh & N. E. R. Co.*, 270 Pa. St. 306, 113 Atl. 370, 14 A. L. R. 791, the Supreme Court of Pennsylvania held that the driver of a motorcar traveling by night should have such headlights as will enable him to see in advance the highway and to discover railroad crossings, and must keep his car under such control as will enable him to stop.

The court said in part:

"The deceased, who was familiar with the road and crossing, was driving from 15 to 20 miles per hour, and admittedly did not stop until upon the track, and then only because of a shout from the rear brakeman, who saw the impending collision, which instantly resulted. The deceased openly violated the inflexible rule requiring the traveler to stop, look, and listen before entering upon a railroad track. The only excuse offered is the darkness, which is insufficient. There was possibly some slight artificial light there from a trolley car standing near by and from electric lights on a high pole; but, entirely aside from this, it is the duty of a chauffeur traveling by night to have such a headlight as will enable him to see in advance the face of the highway and to discover grade crossings, or other obstacles in his path, in time for his own safety, and to keep such control of his car as will enable him to stop and avoid obstructions that fall within his vision. For example, it is the chauffeur's duty to keep his car under such control that whenever his headlight has brought a grade crossing into view he can stop before reaching it. Such crossing is not invisible by day, nor, when an auto is equipped with proper lights, by night; in either case, the chauffeur must discover its presence and stop before driving thereon. We have never held darkness an excuse for failure to perform this absolute duty, but the contrary. *Anspach v. Philadelphia & R. R. Co.*, 225 Pa. 528, 28 L. R. A. (N. S.) 382, 74 Atl. 373; *Eline v. Western Maryland R. Co.*, 262 Pa. 33, 104 Atl. 857. In the language of our Brother Kephart in *McGrath v. Pennsylvania R. Co.*, 71 Pa. Super. Ct. 1, 3: 'It is the duty of the driver of a car, driving on a dangerous highway on a dark, stormy night, to have his car under such control that he may stop or turn it away when objects intercepting his passage come within range of the rays of light from his lamps. If he drives so fast that he cannot avoid what ordinary prudence would make a known obstruction, he is guilty of negligence.'"

---

**Building Restrictions—Erection of Garage Violates Restriction against Stable.**—In *Perpall v. Glood*, 190 N. Y. S. 417, the Supreme Court of New York held that a covenant not to erect a barn or stable within 70 feet of a street is broken by the building of a garage within that distance.